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**SUPPLEMENT TO
REPORT NO.**

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THIS IS UNEVALUATED INFORMATION

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2. The Bureau is undertaking the following research:

a. The theoretical comparison of uses, costs and methods of manufacture of Stahlsaitenbeton (SSB) and Stahlbeton (SB) and steel ships.

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50X1-HUM

- 2 -

- b. The development of high pressure boilers. This was to be completed in January 1949.
- c. The development of gas generators for wood gas. First tests were to have taken place in October 1948, but were probably not made before December.
- d. The development of a steam engine. A prototype is to be built for testing on a road vehicle, and the design modified for use on small ships.
- e. The design of a 20-meter ship lift. The lift is to be raised on four floats, and the design is such that the lift can be raised by the flow of water from the higher level if the electric power for the main mechanism fails. Only 4 and a half minutes are required for raising or lowering the lift. A 1:75 scale model has been constructed. (Comment: This may be connected with the Nieder-Finow ship-lift.)

50X1-HUM

- 3. There is reportedly some collaboration between this Bureau and the Technical Department of the Ministry for Transport Machinery Construction in Berlin (Baumschulenweg). Dipl. Ing. Metzmeier, Dipl. Ing. Hentschke and Dipl. Ing. Töbicke are undertaking research into the design of sectional ships for the Baumschulenweg office in the Technical University, Berlin-Charlottenburg.
- 4. The Bureau is also interested in river navigation. Under the current five-year plan for the USSR, it is hoped to build up river navigation systems with the object of relieving the strain on other means of communication. The craft envisaged are probably reinforced concrete barges. The tugs are to be equipped with generators using solid fuels. Volga shipping, in particular, is to be made independent of the use of oil and gasoline as fuel.
- 5. In October 1948, engineers from the Bureau photographed plans for shipyards suitable for barge construction, drafted by the Technical Bureau for Concrete Production (owned by Ing. Kurt Lichtner) at Berlin-Köpenick. One such yard was under construction at Gorki in October 1948. Krivulla, Oliger's deputy, was in charge of operations. This yard has the following capacity:

- a. Workers - two shifts per day. One engineer, four foremen, 42 skilled workers, 35 unskilled workers per shift.
- b. Ships: One keel can be laid per month; minimum of twenty ships per year. (Comment: these ships are open freight barges to take mixed freight)
- c. Size of barges:

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Loading capacity - 500 tons.
 Stacking coefficient - 1.6 cubic meters per ton.
 Length - 50-60 meters
 Width - 8-12 meters
 Height - 2.5-3 meters
 Draught - 1.70 meters loaded.
 " - 0.55 meter empty.
 Crew - Four men.
 Equipment - Towing gear, rudder equipment,
 Capstan windlasses, anchor, mast.

- 6. Similar yards are to be constructed at Zaporozhe, Leningrad and Nikolayev.
- 7. The scientific-technical bureau also has branch offices in Halle and Gotha, whose job is to supervise steel deliveries for the scheme. The following firms are the main sub-contractors:

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- 3 -

50X1-HUM

- a. Thüringische Gessenk und Hammerschmiede, Unterwellenborn.
- b. Stahlgiesserei Frankleben, near Merseburg.
- c. Eisen und Hüttenwerke, Thale/Harz.
- d. Mansfelder Eisen und Kupferwerke, Hettstedt.

8. The Black Sea-Baltic waterways connection is still in the planning stage, and has not yet been put into operation. The connection envisaged is by means of a canal from the Danube to the Oder. The plans are concentrated in Leningrad and the work on them has been conducted by a German specialist in inland waterways.

50X1-HUM

(☐ Comment: Work at this Bureau and at the MSP is very much slowed down by the lack of screws, fittings, etc. such as manometers and seamless steel tubes.)

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